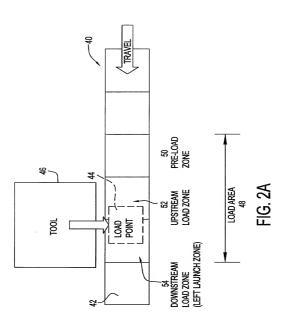
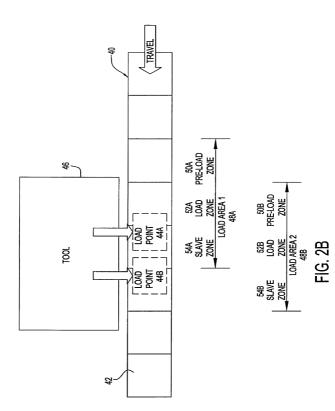


(PRIOR ART)





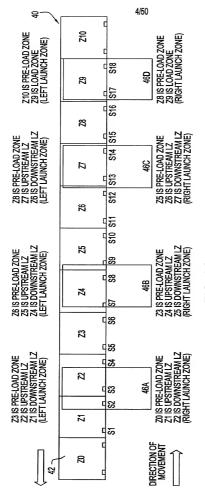
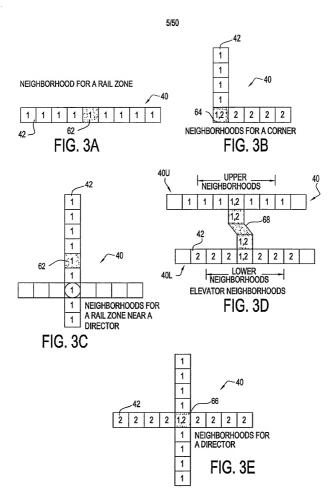
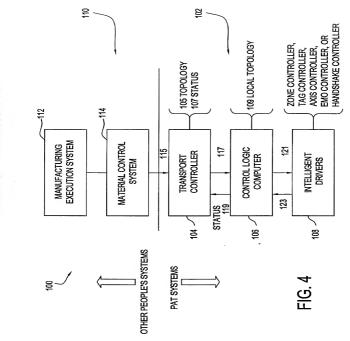
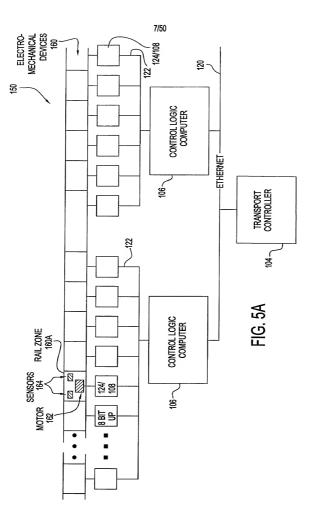


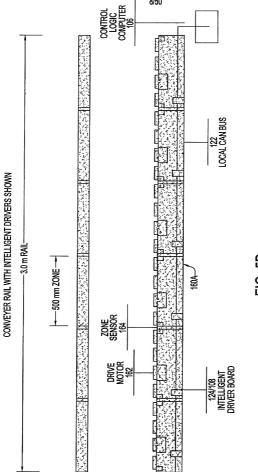
FIG. 20





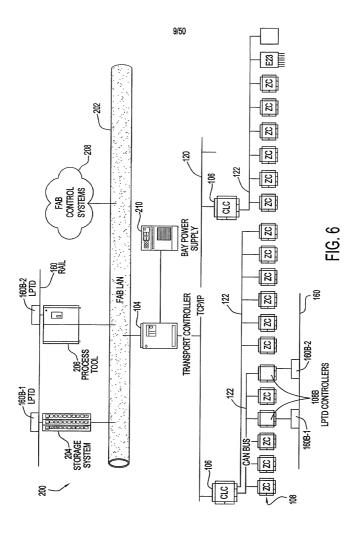
The Court of the C

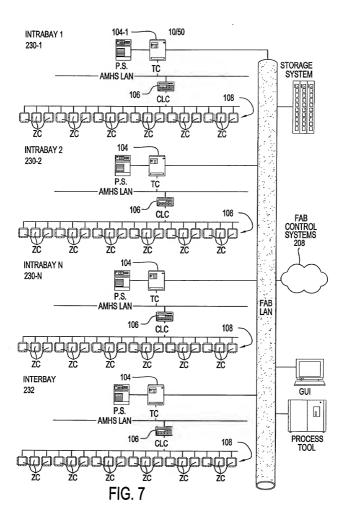




8/50

FIG. 5B





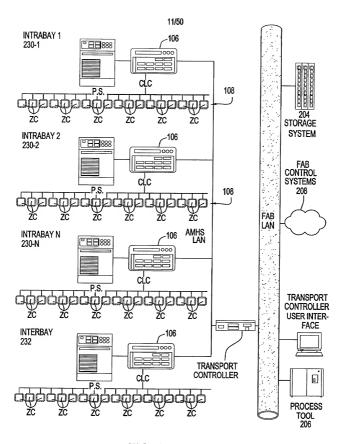


FIG. 8

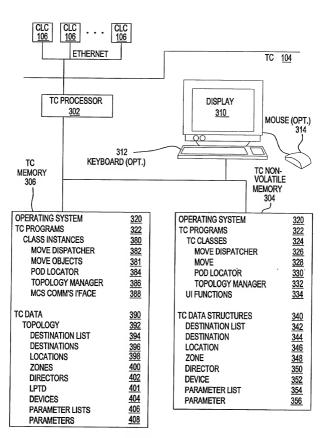
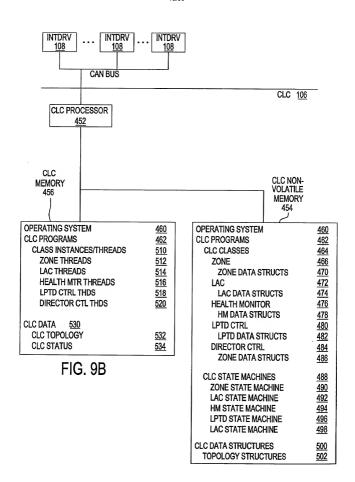
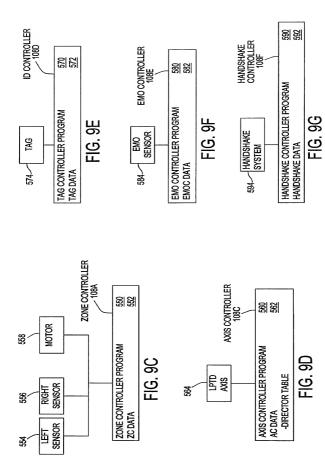
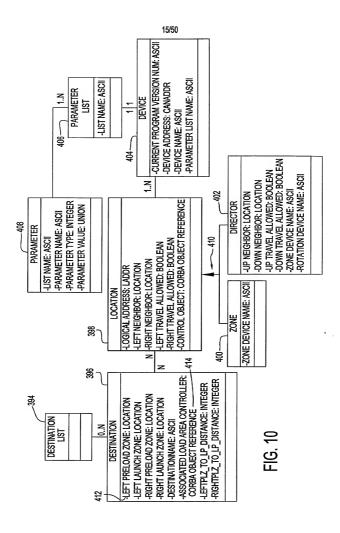
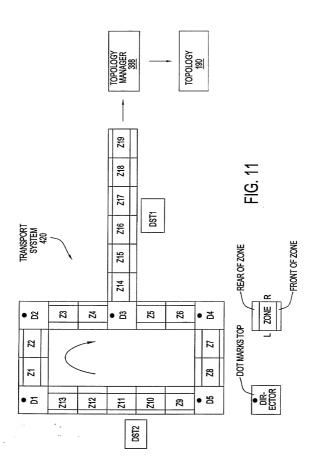


FIG. 9A









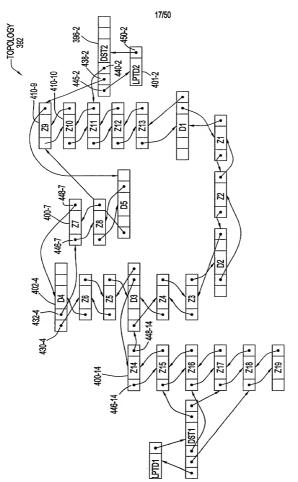


FIG. 12A

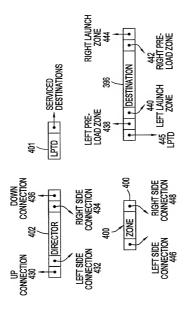
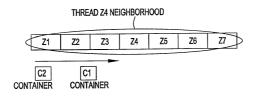


FIG. 12B



ZONE Z4 THREAD	512-4	
ZONE STATE MACHINE		620
ZONE THREAD METHODS		622
ZONE Z4 DATA		624
NEIGHBOR STAT	US:	626
ZONE Z1 STATU		628
STATUS (CAF	RRIER EXITING, CARRIER EXITED,	
•	OPPED, CARRIER REMOVED,	
	ABLE, ZONE RESERVED);	
MAXIMUM SF		630
ZONE Z2 STATI	JS	<u>632</u>
ZONE Z3 STAT	US	<u>634</u>
ZONE Z5 STAT	US	<u>636</u>
ZONE Z6 STAT		638
ZONE Z7 STAT		640
CONTAINERS QU	IEUE	642
CONTAINER C	1	<u>644</u>
CONTAINER C	2	<u>646</u>
NEAREST CONTA	AINER PTR (=C1)	<u>648</u>
DOWNSTREAM S	PEED TABLE;	<u>670</u>
UPSTREAM SPE		<u>672</u>
MAXIMUM SPEED	•	<u>674</u>
SPEED TABLE R	JLES)	<u>676</u>

FIG. 13

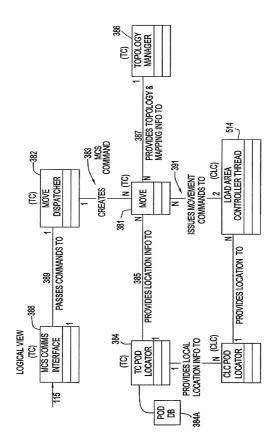
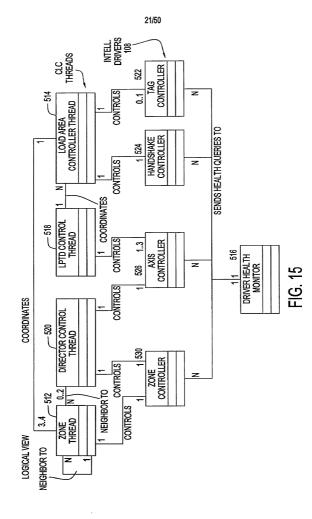
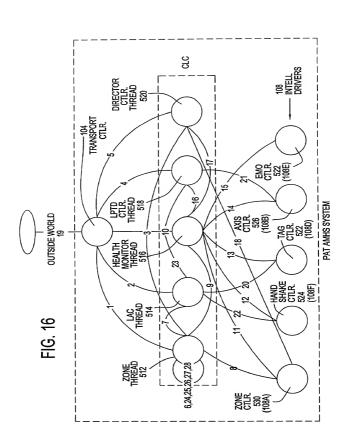
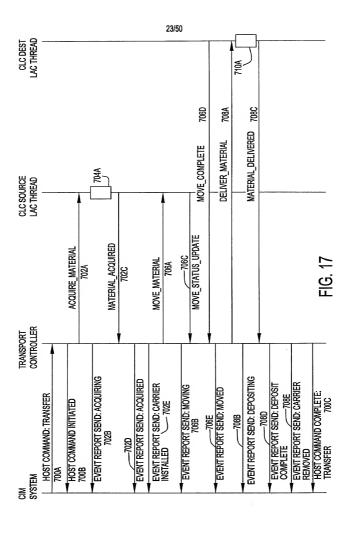
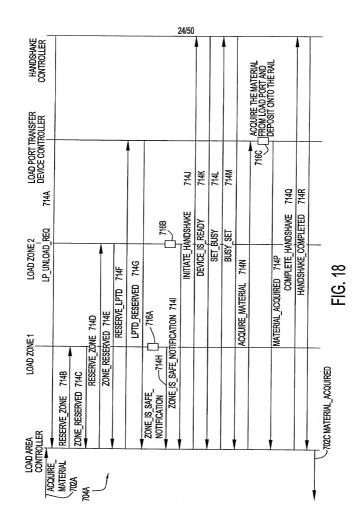


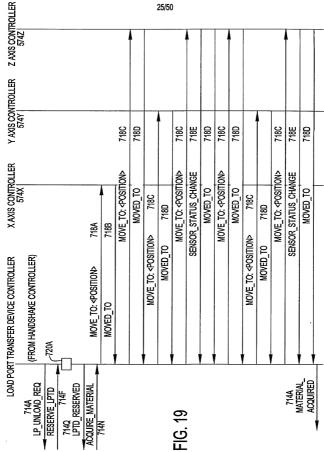
FIG. 14

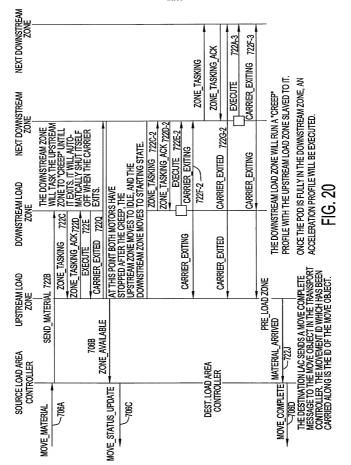












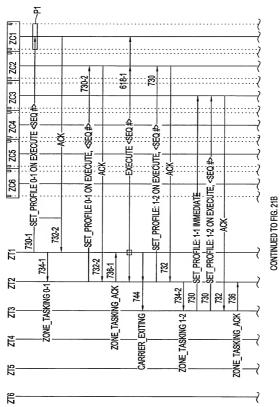
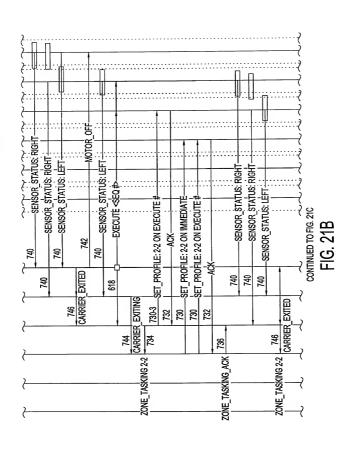


FIG. 21 A



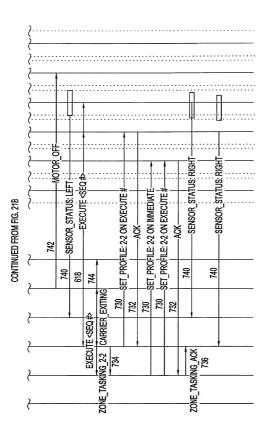
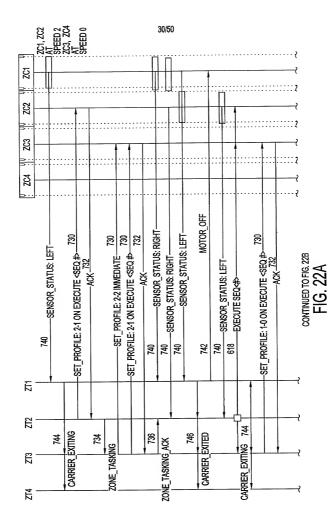


FIG. 21C



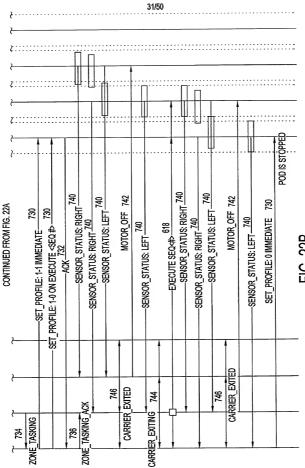
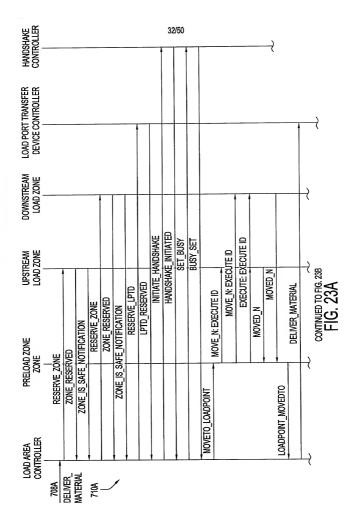


FIG. 22B



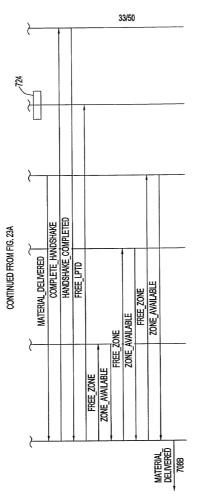


FIG. 23B

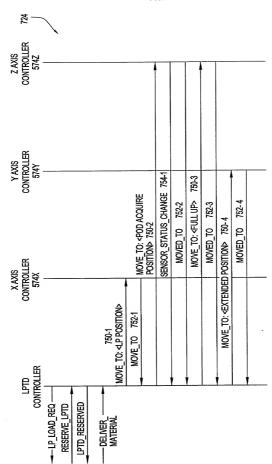
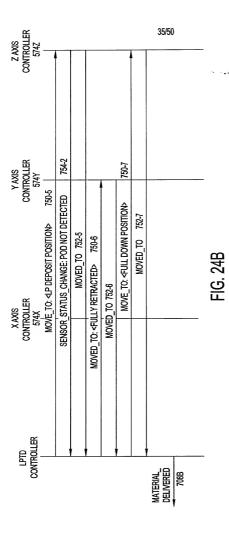


FIG. 24A



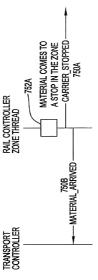
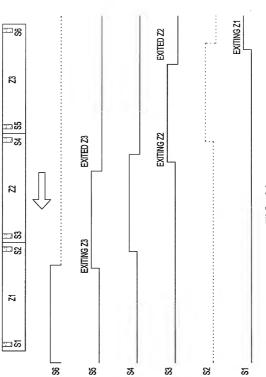
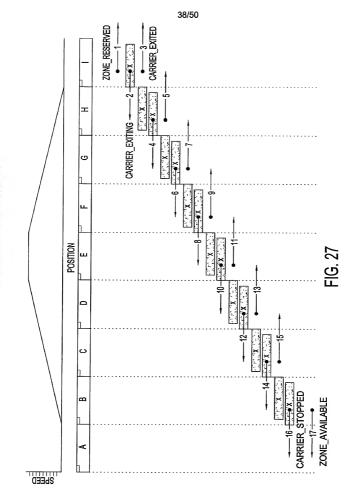
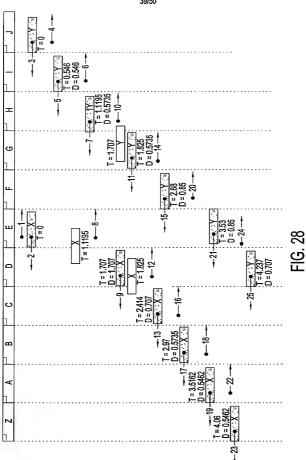


FIG. 25



<u>-1G. 26</u>





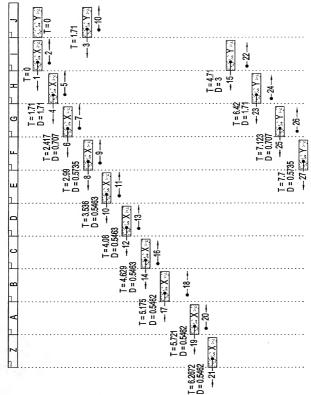


FIG. 29

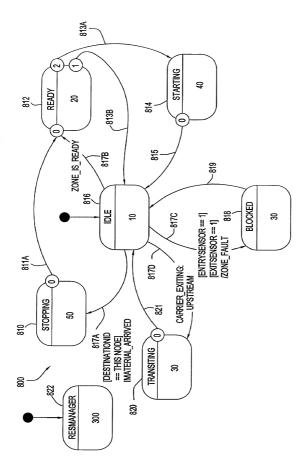


FIG. 30

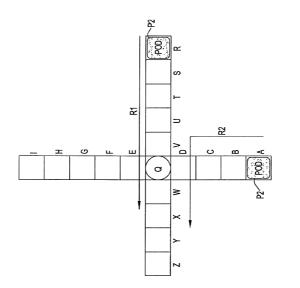
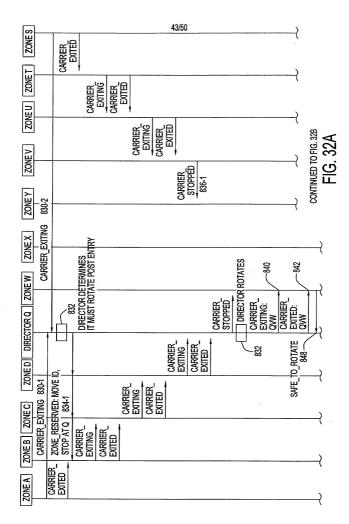


FIG. 33



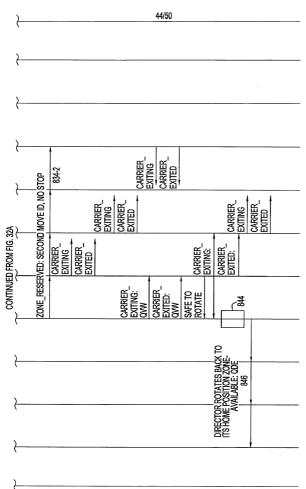
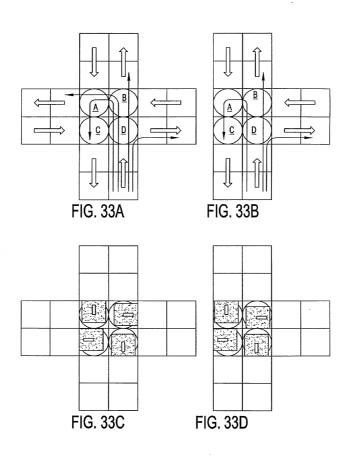


FIG. 32B



ROUTE DISCOVERY EXAMPLE: PHYSICAL ZONE LAYOUT

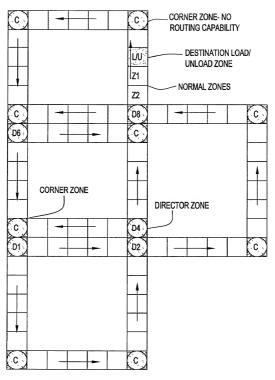
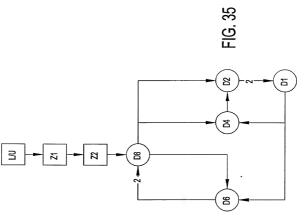


FIG. 34





ROUTE DISCOVERY EXAMPLE: PHYSICAL ZONE LAYOUT

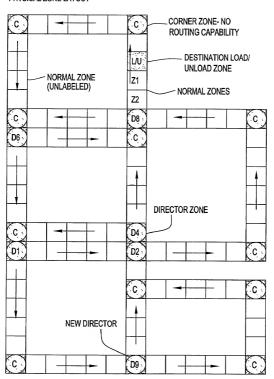


FIG. 36

FAILED NODE: EXAMPLE LAYOUT

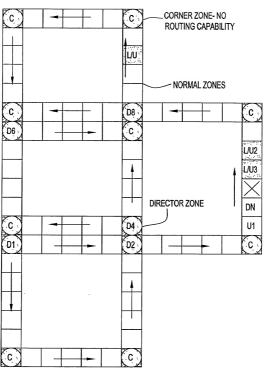


FIG. 37

FAILED DIRECTOR: EXAMPLE LAYOUT:

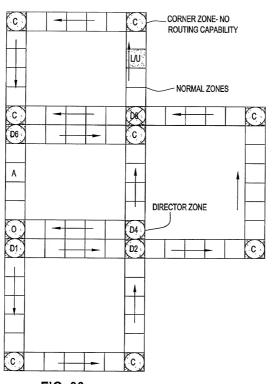


FIG. 38